RAPID TRANSIT.

Work in Progress on the

Battery.

The Pearl Street Route to Third Avenue and the Third Avenue Line Described.

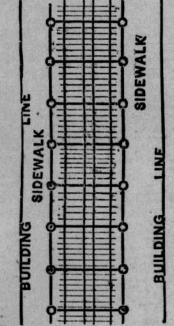
THE INJUNCTION PROCEEDINGS.

Notwithstanding the vexatious litigations and the opposition of legislative bodies, whose members seem to be more anxious to protect the interests of the horse car companies than those of the masses, the prospects for the legislation of rapid transit are de-cidedly cheering. The New York Elevated Railroad, although met with opposition at every step, is showing most conclusively that fast travel is possible here as in London. Between 6,000 and 7,000 passenrains were run more frequently the travel would greatly idcrease. For some time the company has en engaged in building turnouts at various points on the line with the ultimate view of connecting them and thus form a double track from the Battery to the Central Park. They have already constructed about a mile and a half of these turnouts, which would form one-third of the leted double track. One of the longest turnouts is now being built from Eleventh street to Twentyfourth street, a distance of one mile. The injunction now before the courts to prevent the construction of a turnout in front of the Pacific Hotel has been a temrs the interests of the public as compared with those of individual property owners the injunction will be dissolved. The company has these turnouts under contract to be finished by May 1. Unless htigation ded, and the company will at once run trains on ten minutes headway instead of twenty minutes. They expect to complete the entire extra track during the summer, and they will be able to run trains on from three to five minutes headway or less if travel de-

three to five minutes headway or less if travel demands it.

THE RATTERY EXTENSION.

The contract for the construction of what is known as the Battery extension, so as to connect with the South ferry, has been given to the Passaic Iron Company, which is actively at work putting the iron together. A large force of workmen began on Monday to lay across the Battery Park the foundation, which consists of lagstone six inches thick, upon which is solid brick masonry about six feet high, tapering from seven feet square at the base to four feet at the top. The whole will be surmounted by a cast iron plate one and a half tons in weight, into which the base of the pillars will be set and bolted. The foundation extends seven feet below the surface and is amply sufficient to bear any weight required. There will be a double track over the edge of the park, supported by two lines of columns. The architect of the Park Department has prepared a very pretty design for ornamental columns, which will make the structure present a pleasing effect. The columns, and the entirestructure, in fact, are to be entirely hidden by vines and trees, and at points where the road crosses the walks of the park the road bed is to be made water tight. This section, it is expected, will be completed in five or six weeks.



While this section is being constructed the com-pany intend to push the work rapidly on the other sections of the cast side line, so as to have a double track road in the centre of Third avenue and the Bowers, extending to Second street, completed before

Blowers, extending to Second street, completed before autumn.

THE THISD AVENUE STRUCTURE

will be a double track, immediately over the present horse car tracks. There will be trusses extending up on each side of the track to strengthen the structure and prevent accident in the event of derailment. It will occupy twenty one feet of the street centre, and there will be eighteen feet three inches in the clear between the columns and the curbs, which will be ample for travel on the avenue. The structure will be ornamented with gas lamps and other appurtenances, to make it present a sightly appearance.

It is calculated to be much stronger than the present Greenwich street structure, and Chief Engineer Combright reports it will carry almost double the present rolling weight. The company are now constructing new six and a half ton engines and twelve cars to be ready for the increase of travel expected when the sections under contract are completed.

THE GILBERT ROAD.

President Foster and Chief Engineer Gilbert are actively at work on their plans for the double track road through Chambers street, West Broadway, South Fifth avenue, West third street and Sixth avenue to Central Park, which is under contract to be finished by the 1st of August. They report no opposition and no litigation. The property owners seem to be satisfied, although a meeting, composed principally of horse railway employes, was held at Germania Hall, in the Stath avenue, last Sunday. It will be a double track road, in the centre of the street, built of the best fron, with steel rails, capable of sustaining a moving load of 2,000 pounds per lineal loot, and carrying fitteen ton engines.

THE CAPITAL

Both companies have ample capital, and it is safe

Both companies have ample capital, and it is safe to say that before this season next year there will be three double track lines in full operation, unless the Couris grant injunctions maked for in the interests of the street car companies.

THE INJUNCTION PROCEEDINGS.

In the Special Term of the Court of Common Pleas, before Chief Justice Daly, there was a large crowd yes. terday to listen to the argument on the recent order granted to show cause why the injunction prohibiting further work on the Elevated Railroad extension, procured at the instance of Mr. Patten, proprietor of the Pacific Hotel, as nominal plaintiff, should not be con-tinued. Messrs. Mathews and Dillon appeared on behalf of the railroad company, and Roger A. Pryor and

Mr. Strong for Mr. Patten.

Mr. Mathews raised the preliminary point that, under the act of 1867, an injunction can only be granted against this road by a Judge of the Supreme

Chief Justice Daly intimated that he considered the section referred to unconstitutional.

Mr. Mathews next argued that the complaint says the road was "duly incorporated" under the acts of 1867, 1868 and 1873, without any allegations of these acts being unconstitutional. Now these acts empowrecutions. Moreover, Judge Brady has given a decision under the act of 1857 that section 11 of the act is constitutional, and that applications for an injunction must be made to the Supreme Court.

The Chief Justice remarked that this was just the point he wished to have argued in the first place—viz, the jurismiction of the Court, on which he had not given any decision.

Mr. Mathews said he only wanted to raise a preliminary objection to pring the case before the General Term. ered them to run over Greenwich street and make ex-

the land was held by the orginal grantee. Last week the defendant proceeded to boild a turnout and switch, and made excavations into the relator's vanits under the sidewalk, and the injunction was got to restrain them from further encroachments. He contended further that the acts of 1867-8 were unconstitutional; that the time for constructing the road expired in 1873, and at all events made no provisions for the turnout; that the road was a nuisance, with the smoke, oil, &c. and that it had given no notice of the taking of the relator's independent of the turnout, and had made no provisions to assess damages under the Gegeral Railroad act of 1850. Mr. Mathews, in reply, and this action struck at the whole principle of rapid transit, Atter millions of money were spent and a road run from the Battery to Central Fark, and after nine years, Mr. Patten found out that they might as well pull down their railroads. The fact was, it had been especially held under the acts of 1867-8, the land in that vicinity belonged to the city. Every allegation of wrong in any way is met by the defendant's opposing papers, and in such case an injunction cannot be upheld. Ho here quoted a decision of Justice Seldon, 18 New York, as to the title streets opened from 1807 to 1813, being entirely vested in the Corporation; also Wetmore vz. Story, 22 Barboor. He submitted affidevites showing that the road was not a nuisance, that he one but Mr. Patten was making an objection to the numerous turn outs constructing at various points, and which were necessary in order that trains could run every ten instead of every twenty muntes, and thus making rapid transit a success.

Mr. Pryor, who next addressed the Court, spoke on the question of the constitutionality of the act under which the defendant claimed to be incorporated, and held that it was only incorporated under the femeral failroad act of 1850. No obstruction of rapid transit was sought by plaintiff. He only asked to enjoin an additional brack, by which the train can swing from its main t

ing.

After showing the alleged unconstitutionality of this act, he urged in conclusion that the Court should exert its injunction arm to intercept that unspeakable outrage contemplated by the defendants.

After a brief rejoinder by Mr. Mathews, Judgo Daly took the various briefs of counsel and the other papers for examination preliminary to giving his decision.

GREENWICH STREET AGAINST RAPID TRANSIT. The large dining hall of the Pacific Hotel, No. 172 street, was crowded last evening with the enemies of the Elevated Railroad. The German element of the Fifth and Eighth wards was largely represented, and it might almost have been thought, to wit ness the Teutonic indignation against modern invasion of old notions, that the first settlers of Manhattan Island had come again on the scene to sturdily asser their preference for old customs. Mr. Edward Heath took the chair at half-past eight o'clock, and Mr. C. Mr. Andrew Little was to the injunction proceedings detailed above and the argument made by counsel in favor of the property owners. The various committees made reports in writing to the meeting, which were read as follows:—'On Ninth avenue, from about the numbers 435 to 763 the property holders were called upon, and thirty-seven names of real estate owners, who agreed to take at once active means, and to submit to assessments for the purpose of testing their rights in the courts, from the lowest to the highest, were signed. In their report it was stated that they were signed in their report it was stated that they were signed in their report it was stated that they one signed in their report it was stated that they were sufferers by the Elevated Railway from various causes, the principal being the darkening of their stores and dwellings; the shaking of their buildings by the passage of the trains; the dropping of oil and refuse on the sidewalks, and general injury to convenience and business. Mr. Andrew Little was to the injunction proceedings

convenience and business.

Mr. Andrew Little, chairman of the committee of the Third ward, stated that he had called on fifteen property owners, who had unanimously agreed to be assessed for the purpose of abating the nulsance now existing, as their real estate had depreciated about forty per cent since the running of the trains on the Elevated road.

existing, as their real estate had depreciated about forty per cent since the running of the trains on the Elevated road.

Mr. Patrick F. Lyons, of the Fifth ward, reported that he held in his hand thirty-two names of business men and property owners who agreed to stand by the opposition to further encroachments. A German real estate owner declared that he was not opposed to rapid transit, but was opposed to his property being ruined without compensation. The committees were continued the same as announced in the Heraths—Messrs. Cheny, buffy, Little, Graham, Lyons, Pollock, Patten, Kelly and Dolman—for the purpose of further action after the injunction decision shall be announced.

BARRETT'S CRIMES.

THE FUGITIVE LAWYER FOUND TO HAVE BEEN A FORGER.

Yesterday rumors were circulated that implicated the fugitive, William C. Barrett, in one of the most glaring forgeries ever perpetrated in this city. Kun-hardt & Co., agents of the Hamburg line of steamers, were said to have been victimized to the amount of \$20,000 through a collision case in which they were

A HERALD reporter visited the office of Messrs Kun. hardt & Co. and had an interview with one of the principals, in which he elicited the following remark-

In the autumn of 1874 Mr. William C. Barrett was acting as legal adviser for the firm of Kunhardt & Co., and defending them in a suit for damages brought by the owners of the Harriet Livsley, originating in a collision with the steamer Hammonia, of the Hamburg The case had been pending for some time in the courts, and Messra. Kunhardt & Co. finally instructed Mr. Barrett to bring the matter to an issue,

the couris, and Messra, Kunhardt & Co. finally instructed Mr. Barrett to bring the matter to an issue. Propositions for a settlement were made to the lawyers of the libellants, and on the 8th of November, 1874, Mr. Barrett called on Messra. Kunhardt & Co. and said he had made arrangements to settle the claim for \$19,000, and that he would call for a check for that amount on the following day. On the 9th of November he called and presented a legal document to which was attached a small slip of paper, bearing the signature of G. F. Betts, Clerk of the United States Court, certifying that the document was a correct copy. The paper itself was a release from all claims on the part of the fibellants. Messrs, Kunhardt & Co. were satisfied and gave a check for \$19,000 on the Corn Exchange Bank, payable to the libellants, Messrs, William lives and John Waters. Then, thinking the matter ended, they put the document in their safe, and the whole affair passed away from memory.

AN UNILASANT SERPINSE.

A few days after the departure of Mr. Barrett for Europe Messrs, Kunhardt & Co. were surprised by receiving a legal communication, stating that the collision case between the Hammonia and the Harriet Livsley would be brought to trial the following week. They immediately hunted up the legal documents they had received from Mr. Barrett, as well as the check, which had been returned from the Corn Exchange Bank, and paid a visit to Messrs. Redneld & Hill, Mr. Barrett's late partners. On stating the case Messrs, Redneld and Hill had their books examined and informed Mr. Kunhardt that if Mr. Barrett had received any such sum he must have used it for his own private use, as it was not charged to the credit of the firm. Messrs, Kunhardt & Co. then went to the lawyers for the libellants and were soon satisfied that Mr. Barrett had appropriated the money and forged the signatures on the back of the check, as the libellants, Messrs ives & Waters, were absent from New York at the time it was paid.

paid.

The case will probably give rise to some interesting litigation, as Measrs. Kunhardt & Co. will sue the Corn Exchange Bank to recover the amount. The latter paid the check as it came through the Nassau Bank, where it had been deposited by Mr. Barrett, and they probably were satisfied with Mr. Barrett's indorsement.

ROBBING A PENSIONER.

James G. Rogers, alias Dalrymple, was arrested yesterday on a warrant procured by Pension Agent James McLeer, of Brooklyn, and taken before United States Commissioner Winslow on a charge of lorgery. It is alleged that the accused, who was employed as It is alleged that the accused, who was employed as clerk in the Pension Office, was recently sent to the Post Office with several letters containing checks for pensioners. He is accused of opening a letter contain-ing \$90, addressed to a woman in Binghamton, and given any declaion.

Mr. Mathews said he only wanted to raise a preliminary objection to bring the case before the General Term.

The Chief Justice said he couldn't receive a preliminary objection without discussion.

Mr. Pryor reminded the Court that even if it did hold the acts of 1867, and 1868, under which the company claimed to hold their purchases, to be unconstitutional, they were rejected by the act of 1873, chapter 259, section I, which gives the Common Pleas concurrent and coextensive jurisdiction on all civil cases with the Supreme Court.

Mr. Strong said the Pacific Rotel, west side of Greenward of the Brooklyn Navy Yard, On the initer vessel Mr. Molecer jound bits and caused his arrest. The prisoner is held to await examination. CHEAP CABS.

Consternation Among the Livery Stable Keepers.

WHAT THEY HAVE TO SAY.

"No Matter What the Laws Are the Prices Will Be the Same."

A NEW DEPARTURE FORESHADOWED.

The District Telegraph Company in the Field.

The feeling against the extortionate dealings of the hack proprietors in this city grows apace, and the ne-cessity for reform in the methods of enforcing the rates of charge prescribed by the ordinance published on Tuesday in the Heraku is now more generally understood. The ordinance is a fair one, when compared with ordinances of former years, but it is of little compliance with it. Undoubtedly the licensed hack-men are furnished with copies of "the article" which is to govern them in the future; but these they carry in their pockets, and unless the public are familiar with the ordinance no check can be placed on rapacious drivers.

In the first place, the wayfarer has no means, unless

previously aware of the fact, of learning the distance he has been conveyed, so that he may be compelled to pay the fare allowed for three miles when he has only been driven one, and, in the second place, custom has always permitted the driver to get his own rates. For these reasons the livery stable keepers and owners of cabs, when spoken to on the subject of "back extortion." are only too ready to lay the greatest share of the blame upon their employes. They say, deprecatingly, that the public should not condemn them for what they have not been able to control. Their vehicles the drivers, and the latter invariably make their own bargains with customers, which bargains are not The truth is, however, that livery stable keepers have been in the habit of making rates to suit themselves, so that scarcely any two in the city are governed the same rates. Ordinances are worthless so far as they are concerned at present, and complaints are

everyday occurrence and so prevalent that little atten-tion is paid to them. Even the sufferers do little more thinks of invoking the aid of the police. The universal custom is to growl and pay. All sorts of instances of extortion are related by people who have been forced to give ridiculously high prices for cabs.

Their mere recital would hardly be deemed true. For example, a gentleman residing in the Ninth ward bired a hack to take him from the French steamship dock to Brooklyn. He paid the ferriage to that city, and when fering to settle, he was surprised to learn that his bill was \$7. He had occupied the back not longer than an hour. He foamed, fretied and contested this charge, but the driver was inexorable, and to save an unplea ant scene the gentleman paid. The queerest part of cab at Miller's stable, in Brooklyn, on the same day, to bring him back to the foot of Canal street in York. The charge for this second journey was only \$3. Again, the custom used to be, and is undoubtedly still in well ordered livery stables, to keep a printed schedule of rates hung conspicuously in the office, so that one could know what he was street, if the horses were not kept continually on the move. Now, the livery stable men ask what they please

move. Now, the livery stable men ask what they please as a rule, and are nearly always unwilling to let lincks on time at all. They want a distance fixed and set their own rate for it.

Section 7 of article 3 of the new ordinance referring to rates and prices of lare says that "To and through Central Park from any point in and between Fourteenth and Forty-second streets and returning, with privilege of keeping carriage three bours, the fare shall be \$5.0" There is not a backman in this city that abides by this law, unless he deals with a customer who can control him. As a rule the charge for this drive is \$8, and even at that fare the average hackman does not care to go. Section 3, which reads that the fare

our business," and the clerk. "Things will go on about the same."

WHAT RATES WOCLD SUIT.

There is a great diversity of opinion as to the rates that might be considered by both passenger and proprietor tair. The latter consider the rates prescribed by the new ordinance very reasonable; the former, as a rule, pronounce them too high. The proprietors complain, like everybody else, of the "hard times" and the high wages they have to vay their help. "It is all very well to speak of the London and Paris rates," said a livery man yesterday; "but you don't know how much more it costs to run a coach here than in either of the other cities."

"Well, how much do you pay your drivers?" said the reporter.

much more it costs to run a coach here than in either of the other cities."

"Well, how much do you pay your drivers?" said the reporter.

"Oh, all the way from \$12 a week up. Some men, especially oid hands, we give as high as \$18 a week."

"What do you give your stable hands?"

"Well, various priees. Just like the drivers."

From these sort of statements it will be seen that there are no actualty fixed rates for the wages jof the help. Every stable keeper conducts his establishment as cheaply as possible. The hands do not consider themselves well paid. For example, in a livery stable on the west side of the town, below Tenth street, the drivers say that they do not get more than \$12 on an average. Where, then, the wages and other expenses of running the business are irregular, it is hard to say, with any accuracy, just how cheaply a cab and its outift can be aplaced in profitable service. No two men agree on this point. The whole crait, however, is in unison thus lar—they will get what they can from the public. They know that, under existing orcumstances, they cannot be checked. The ordinance may have been passed and printed, but it cannot be entorced successfully they think.

A New SYSTEM TO BE INTRODUCEN.

Among the expedients suggested for getting rid of the cab prievance, or in some degree modifying it, in the establishment of a cab system by the American District Telegraph Company, or their forming a contract to act in conjunction with some firm already engaged in running such vehicles. It was thought that a combination of signals might be arranged by which a cab could be telegraphed for and despatched to any place having communication with the Company's offices, this scheme could soon be systematized and reduced to practical working order. To facilitate it offices this scheme could soon be systematized and reduced to practical working order. To facilitate it offices this scheme could soon be systematized and reduced to practical with favor, and stated their conviction that some such system is sorely need

consequently would increase the demand for cab service.

To ascertain how practicable, such a system would be a H-kane reporter called upon Mr. E. W. Andrews, President of the American District Telegraph Company, and, after submitting the proposition, requested his opinion of it.

"Wny," said Mr. Andrews, "I am just engaged in perfecting such an arrangement as you suggest. Owing to certain peculiarlites of our signal system it would be difficult to adopt precisely the pian you have proposed, but I have in course of settlement a contract with a large cab company which, I think, will enable me to offer all the advantages sought.

Mr. Apdrews then detailed the features of his system. There is, it appears, telegraphic communication between the company's offices and some 4,000 house about the city. In all of these cards will be left, on which are printed a list of the different kinds of vehicles employed in cab service, with the charges for different periods appended, and a space left for designating any particular stable

Company.

"I have already taken steps to introduce this system." said Mr. Andrews, "and within the next two weeks I am led to believe that I shall be able to declare it in gractical working shape."

"But do you not think," said the reporter, "that immediate communication with the cab stand would expedite matters and guard against delays in the delivery of the message?"

"Oh, I think the diff. rence in time is very immaterial. The messenger boys can reach any spot from

expedite matters and ganrd against delays in two derivery of the messenger boys can reach my spot from which a telegram is sent in two minutes at the most, and by rocciving full particulars about the vehicle wanted, annoying mistakes may be effectually guarded against. Besides, the establishment of other signals would be necessitated by the arrangement you suggest, and this would tend to distort and complicate the system now in use. I have seen a mention made of the remissness of the messengers in to-day's Havald which, though evidently intended in a kindly spirit, is somewhat too sweeping, and is apt to mislead public opinion. From our books it appears that there are four thousand calls received at our offices daily, yet in six months there are only twenty instances reported of delays, running from twenty to thirty minutes. From the Hanald srticle, however, one would judge that these delays were of far more frequent occurrence. They have been most generally occasioned by accidents arising from no fault of the company's employes, but from causes altogether beyond their reach. For instance, it sometimes happens that the Atlantic or Western Union wires drop down upon ours, and again, in storms, our communication is once in a while broken off, and can only be restored when the wires are repaired. I have also known messages on a certain occasion to be intercepted by malicious persons cutting the wires, but such accidents are of extremely rare occurrence, and I anticipate no from them, so far as the cab system is concerned. By exacting a daily report of the number of messages received at each office every hour we are onabled to so distribute our employes that an adequate force is always on hand." Mr. Andrews then went on to say that he intended during the centennal season to supply not only cabs but guides, interpreters and commissionaires, for whose services strangers visiting the country would have occasion.

TO THE EDITOR OF THE HERALD :-Your article yesterday on cheap cab fares strikes th nail on the head—it refers to a want greatly felt in this community. What is the use of being progressive, enterprising and all that if we cannot bring it practically to bear on an everyday comfort like this. It appears to me that the whole difficulty lies in our confused and cated details of the city ordinance. The mystery of the distance of any given residence to, say, the Cortof the driver, when his compensation by law depends on the distance travelled. My suggestion is to discard the question of distance altogether from the municipal ordinance and make time alone the basis of compensation. Say, for instance, every cab is required to have conspicuously on the inside the following, where all who run may read:—

To THE EDITOR OF THE HERALD:—
You treat the subject of licensed backs all one sided.
I think if you had got some information from a responsible party in the business you would have give wages in New York, only one of the many items. The thing you propose has been tried by the New York Transfer Company, and did not pay. The backney coacnes are the poorest paid, at the present prices, of anything you can name. Look at the condition of the majority in the business; go among the carriage makers and see the trouble they have to get the notes paid given them for new work and repairing, simply because there is no money in running a coach—the cost being five dollars a day, saying nothing about interest, sick, lame or dead horses, or accidents they are liable to. There is no more reason why our prices should be regulated by law than the high prices you charge for advertising, which I have often paid your paper. I don't think you will publish this; but I think if you cannot do something to better the condition of the unfortunate in business you should not do or say anything to make it any worsa.

NEW YORK, April 4, 1876.

OUR DISTRICT TELEGRAPH AND CHEAP CARS.

"Our District Telegraph System." Having some knowledge of the facts in the case I desire to communicate them to the public through your columns. The reason of the decline in promptness and certainty of the system is not the result of culpability or negligence the system is not the result of culpability or negligence of the officers in charge, but in the messengers themselves, which is induced by the over strictness and subordination they are being brought to. As a proof of this you say, and rightly, that in the beginning it was noted for promptness, &c. Now, a little over a year ago there were got up certain new rules, which subjected the boys to fines of either extra hours or money deducted from their pay. This change was further strict by the fact that they were spied on by officers of the company, and every little incident taken advantage of to fine them.

Now, such a system, as any body knows who has had experience with boys, will work a contrary effect to what it is intended for, and nurse in the boys' leedings a spirit of opposition which can be very effectual when roused and combined in 500 or 600 boys.

In connection with this District Telegraph, I think it would be the best instrument for the establishment of a "chenp cab system," thereby combining fire, police, messenger and cab calls in one instrument.

Hoping you will see fit to publish this statement, I remain, respectfully yours,

NEW YORK, April 5, 1876.

MUST HAVE THEM.

To THE EDITOR OF THE HERALD:I read with interest your editorial in this morning's paper on "Carriage and Cab Pares." It does indeed seem strange that we cannot have a "cheap cab system" in this city. As you truly say, the average citi zen will not use a cab or carringe here unless absolutely compelled to do so, on account of the exorbitant charges of the hackmen. In more ways than for pleascharges of the hackmen. In more ways than for pleasure riding are cabs needed here. Last week, having a very sudden and alarming case of iliness in my family, I was obliged to go at once to the house of our physician, some distance off. Not a cab or carriage was in sight (and even had I secured one, the driver, seeing my haste, would have charged me three or four times the proper fare), so I was forced to go by car, and as it conveyed me lensurely to my destination you can perhaps judge how tortured I was in mind. Thirty-live minutes were occupied in going and returning from the doctor's, and in Loudon I could have gone the same distance, by a "two wheeler," in lifteen minutes, at a cost of about eighteen pence. Some lew years ago, upon returning from Europe, I was struck (and "stuck" too) by the great contrast it cab fares here and there. Taking a four-wheeled cab from my hotel in Paris to the railway station, a dutance of shout three-quarters of a mile, I was charged three francs (about sixty cents), including my trunk on top and the pentoers. Arriving in New York, at the White Star dock, I took a carriage to Brooklyn and was only charged 50! Agitate the "cheep cab system" here, if you please, Mr. Editor. It would prove a blessing to our city.

New York, April 3, 1876.

CATHOLIC TEMPERANCE UNION.

The National Catholic Temperance Union has agreed to confer upon the boys of the Catholic Protectory at Westchester, N. Y., the degree of Cadets of Temperance, entiting them te all the privileges of full members of the Order and to be represented at the National Convention, without the payment of initiation less or monthly dues. Next Sunday Alexander Patten, President of the New York State Division of the Catholic Temperance Union, will initiate the boys, under the auspices of Rev. Brother Teilow. The services promise to be of an interesting character and will be participated in by delegates from nearly every temperance organization of this vicinity. The band of the Catholic Protectory, composed exclusively of boys from fourteen to eighteen years of age, will take part in the ceremonies at the dedication of the massive temperance fountain at Philadelphia on the Fourth of July.

POLISH CATHOLIC CHURCH.

The Polish Catholics of this city have rece pleted a new church in Henry street. The church needs help very much, and contributions are asked for a ladies fair, to be held during Easter week, to raise OXFORD AND CAMBRIDGE.

The Coming Contest of the Universities' Crews.

Probabilities of Cambridge and Oxford Meeting in Fours at Philadelphia.

It is amusing to observe the tone, almost bordering on indignation, in which our daily journals here regard on indignation, in which our daily journals here regard the increasing interest now taken in boat racing, and particularly in the annual contest between our repre-sentative University crews, and how they look back with something akin to regret on the good old days when the now absorbing "Water Derby" was witnessed by only a few enthusiasts and professional watermen. It seems hard to them that a temporary mania (as they regard it) of the public mind should necessitate the mastering of an entirely new dictionary of slang by undaily papers of which the writer evidently prides him-self on his ignorance of all terms and phrases connected with the ignoble pastime, and thinks that if the public were in their senses they would do the same. Horse racing is a national sport, carried on pretty nearly all the year round, and honored by two or three columns of each journal every day; it held of vital importance independent of intrinsic merit, and the man of the pen, therefore, thinks it an Boating, however, is very different to his mind. Matching the bodily prowess and powers of endurance of eight gentlemen against eight more in a contest of four and a half miles, where no landsharks or bookmakers of a member of the brute creation, though it be the noblest one. In these the bookmaker may safely stake his capital on the assurance that, in the worst event, he can "manage" the jockey or "doctor" the likely winner, and so the sport or "additor" the likely winner, and so the sport becomes more exciting from the additional uncertainty as to whether the best animal will be the winner. The fact is that high strung and unwholesome excitement of this kind has almost eliminated from our fashionable of this kind has almost eliminated from our fashionable sports the only elements that elevated them, skill and endurance, and substituted for the healthy exercise of body and mind a wearing and degrading influence. However, disregarded and despised though it be among certain classes of our countrymen, yet sufficient interest has been created by the ar-

to draw thousands to the banks of the Phames, even in the middle of a blinding snow storm, to witness the debut of the light and dark blues. The Oxford men put in an appearance on Monday last at about twelve o'clock, taking up their quarters at the Fox and Hounds as on former occasions. They lost no time in launching their Clasper, and at three o'clock in the afternoon started from Mortlake, on a strong ebb tide, increased by land-water, to do the whole course of four and a half miles, which they completed in 21m. 30a., uncommonly fast for a first attempt. THE DARK BLUES.

troubled by the rough water than if they were propelling a man-of-war's gig. Lord Londeaborough has kindly chartered a steamer for their coach to lecture them from. They have brought with them two ships, both built by Clasper, and it is still uncertain which of them they will employ on the day of the race; but they are as nearly as possible alike, and there is little choice. Clasper's boats are famous for the "stiffbuoyantly through a heavy sea, so that if the 8th of happens to be rough the Oxonians will have a copt that Williams has been removed from No. 7 to No. 3 and Marriott has taken his place. No. 7 thwart seems to produce awkwardness in its occupant, whoever he may be, probably owing to some slight delect in the construction. The slide seems to be hardly opposite the work, and this may possibly be the cause. Mercer, who officiates as No. 2, finds the long course and hard work come heavily on him, and looks each day after he returns from exercise as if he had had about enough of it. The other men look well trained and of powerful calibre, and there is a subdued air of conscious superiority about them that assures one that they have little doubt in their own minds as to the result of the coming pace.

FIR CANTAINS

Were somewhat later in their arrival on Monday, but they did not allow the grass to grow under their feet notwithstanding. After setting themselves down for an hour or so at a private house in "The Cedars," Putney, which they have rented for the cocasion, they proceeded to the river and made trial of the Thames at about half-past three. The ship they are at present using has been built for them by Scarle, of Cambridge and London, under the superimendence of Dunton, Mr.

and London, under the superintendence of punton, Searle's foreman, who has now gained a great regition as constructor of stiff and fast boats. The measures 5d feet from stem to stern and is 9 in deep at No. 6's thwart, easing off to 7 in at the bow and 6 at the sternpost is 24 inches in beam at the widest place, taken situation that the stern of the ster is a more in boan at the whost place, and taken altogither is a creditable piece of workmanship. Mears. Swaddle & Winship (a name familiar to you) have been engaged on a second ship for then, which is now finished and, we expect, will reach Patney about Priday next, the 24th. As to the component promited the property of the property

IRISH RIFLEMEN COMING.

THE COUNCIL OF THE IRISH RIFLE ARROCTATION DECIDE TO SEND A TEAM TO THE CENTER-NIAL-THE CORRESPONDENCE

The instability of human resolutions was nigh re-ceiving a fresh illustration yesterday. The Council of the Irish Rifle Association met to receive the forms report of the deputation appointed to solicit Major Leech's co-operation in organizing an Irish team for the Centennial rifle matches in America. The Major's repty, as you already know, was favorable. He was present yesterday, and read the following letter from Major General Shaler:—

toam.

Mr. Rigby then moved and Major Leech secthe following resolution, which was passed:

Resolved. That a challenge be sent to the rifle America, through the Amatsur Rifle Club or New Y shoot a return match on similar terms to those alread three droops in 1874, and Dollymount in 1875, uswe targets and rifles, which are to be Greedmoor targes any rifle according to Creedmoor rules. The match place as soon as possible after the Contonnial matches

place as soon as possible after the Centennial matches. You see the men who were defeated at Creedmoor and Dollymount do not like to lie down under their defeat. Their motto is, Renergam.

The Presuman's Journal estimates the expenses connected with sending a first class team to America at \$5,000, and has called for a national subscription. Major Leech has promised to contribute \$2,500.

SALE OF THOROUGHBRED STOCK.

A sale of thoroughbred stock, the property of Mr. A sale of the control sale attracted a large attendance of prominent genti-men, among whom were Mr. Louis L. Lorillard, Gen-eral Aristides, Welch, of Chestaut Hill; Charles W. Bathgate, Dr. James Bathgate, James Galway and Mr. Lorillard's lot were the first offered at the ham

mer, and Persuader, a good looking chestnut, five years, by Revolver, dam Kinnikinick, by Ringold, wat knocked down to Mr. J. H. Robbins for \$210. The knocked down to Mr. J. H. Robbins for \$210. The
next lot was an old veteran Canwell, an imported
chestnut horse, seventeen years, by Stockwell, dam Mary
Bell, the dam of Strachino; he was sold cheap at
\$135. Atlas, a chestnut gelding, four years, by Asteroid,
dam by Revenue, started the bidding and after some
competition was awarded to Mr. F. B. Linkiater for
\$400. Stockland, a three-year-old chestnut gelding, by
imported Canwell, dam Meirose, by Childe Harold, was
purchased by Mr. Charles Codart for \$250. Merlin, a
brown gelding, three-years, by imported Eclipse, dam
imported Merry Wife (own sister to Greensleeves), by
Beadsman, was given to Mr. J. C. Drayton for \$100.
The last of Mr. Lorillard's lot, Vivien, a four-year-oid
chestnut filly, by imported Leamington, dam Coquette,
by Lexington, was bought by Captain Moore, of Mobile, for \$300.

Colonel McDanlels' lot comprise a buy colt, two
years, by Oakland, dam Sarah B., by Planet, which
fell for \$300.

Colonel McDanlels' lot comprise a buy colt, two
years, by Oakland, dam imported Eastern
Star, was also knocked down for \$100 to Mr. C. R.
Strong, A two-year-old bay geiding, by Oakland, out
of a trotting mare, was bought by Mr. John Malon for
\$130, and a chestnut mare, eight years, by Colosua,
dam by imported Sovereign, was transferred to Major
A. P. Green for \$125. A number of wagous, harness
and blankets were also sold during the sale.

TOURNAMENT AT ARMS.

The trial combat with military weaps Colonel T. H. Monstery and Professor Regis Senac, is to take place on Monday evening next at Tammany Hail. The contest will no doubt attract a large audience, as both the combatants are well known proficients in the use of arms.

PACIFIC MAIL.

STARTLING RUMORS AS TO THE FUTURE OF THE LINE.

From various sources a Herallo reporter gathered yesterday ominous facts in relation to the above unfortunate steamship company. Said an ex-director:—
"There is no doubt that the indebtedness of Pacino Mail to the Panama Company is in the neighborhood of \$200,000, and that the warfare between Trenor W. Park and Jay Gould will continue to the bitter end. Thus far the victory rests with the former. In apite of injunctions the Panama Kaliroad, under the guize of the Panama Transit Company, is successfully running steamers in opposition to Pacific Mail, and now that the former company is determined to charge local rates on all through freight across the Isthmus, traffic by the old company's steamers soon must cease." On the other hand, it is asserted, by those in the confidence of Jay Gould, that the late issuance of \$2,000,000 of bonds was to enable the wealthy managers of the mail company to absorb them, to pay off a floating debt which is mainly owed to Sydney Dilion and Gould. Another object they say was to finally bring the best iron steamers of the company, such as the City of Peking, City of Tokio, City of San Francisco and Acapulco, into their possession through foreclosure, when the business will be withdrawn from this gort allogather and the steamers be employed on the China line entirely, that being profusible trade and netting

As A Direct PENDER TO THE UNION PACIFIC Railroad. This seems plausible.

General J. G. McCulloch, Vice President of the Panama Railroad, told the reporter that no new developments had taken place in Pacific Mail; that suit had been entered for the recovery of money dee, and that the next steamer of the Tran-it Company, the Creecens City, would certainly sail on the 20th uit for Aspiawali. From various sources a HERALD reporter gathered